



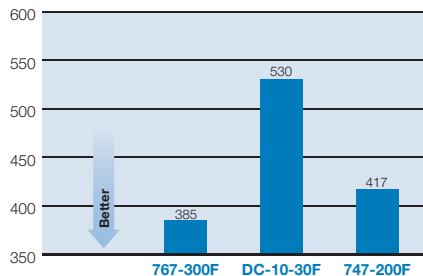
767
FREIGHTER

767 FREIGHTER: VERSATILE AND CAPABLE

The 767-300 Freighter does more to help air cargo operators succeed. Lighter and structurally more efficient than other medium widebody freighters, the 767-300F combines the lowest trip and tonne-kilometer costs in its class with superb field performance and reliability. The result is unrivaled flexibility to serve a spectrum of regional and intercontinental markets. And wherever 767-300F operators fly, the 767 family's global success ensures that spares, support equipment, and skilled personnel are readily available.

ENVIRONMENTAL PERFORMANCE

Carbon dioxide, g per tonne-km



- 3,000-nmi (5,555-km) trip
- Typical mission rules
- Maximum revenue payload

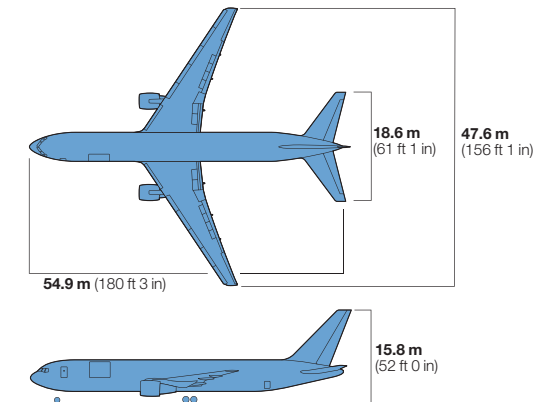
Boeing airplanes continually incorporate new technologies and innovations to maximize performance. Among the benefits to 767-300F operators are improved aerodynamics and an advanced main-deck and lower-hold cargo handling system that is lighter, is more reliable, reduces wear, and is fully automated. The 767-300F shares the same pilot type rating as all 767s as well as a common type rating with all 757s, keeping training costs low and allowing airlines to assign flight crews more efficiently.

RANGE CAPABILITY



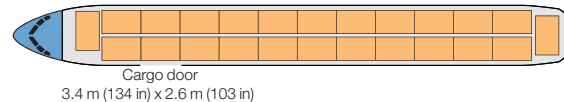
- Maximum revenue payload
- Typical mission rules
- 85% annual winds
- Airways and traffic allowances included

Like all members of the 767 family, the Boeing 767-300F meets all current emissions limits. Structural, aerodynamic, and propulsion efficiency together explain its environmental preference over many competing airplane types. The 767-300F is also very quiet, meeting ICAO Chapter 4 noise standards.



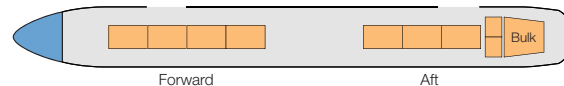
Main Deck

- Twenty-four 88- x 125-in pallets or containers
- 336.5-m³ (11,884-ft³) volume capacity



Lower Hold

- Seven 96- x 125-in pallets and two LD-2 containers
- 89.3-m³ (3,155-ft³) volume capacity
- 12.2-m³ (430-ft³) of bulk (excluded from total volume)



		767-300F	
		Basic	Maximum
Maximum taxi weight	kg (lb)	185,510 (409,000)	187,330 (413,000)
Maximum takeoff weight	kg (lb)	185,060 (408,000)	186,880 (412,000)
Maximum landing weight	kg (lb)	147,870 (326,000)	147,870 (326,000)
Maximum zero fuel weight	kg (lb)	140,160 (309,000)	140,160 (309,000)
Fuel capacity	L (U.S. gal)	90,770 (23,980)	90,770 (23,980)
Fuel consumed ⁽¹⁾	Liters per tonne-100 km	15.2	15.2
Design range ⁽²⁾	nmi	3,125	3,255
Maximum structural payload ⁽³⁾	kg (lb)	57,260 (126,250)	57,260 (126,250)
Maximum revenue payload ⁽⁴⁾	kg (lb)	53,660 (118,300)	53,660 (118,300)
Cargo volume: Main deck	m³ (ft³)	336.5 (11,884)	336.5 (11,884)
Lower hold	m³ (ft³)	89.3 (3,155)	89.3 (3,155)
Total	m³ (ft³)	425.8 (15,039)	425.8 (15,039)

^[1] 3,000-nmi (5,555-km) trip

^[2] Range at maximum revenue payload

^[3] Structural payload includes tare weight

^[4] Structural payload less 3,600-kg (7,950-lb) tare weight allowance





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